

Communication Summary

2/5/2016

Information From: Mr. Scott Brummond, WI DOT Chief



Summary & Factual Information: Mr. Brummond was advised of the second accident at C89, given a copy of WI DOT's commitment letter, asked if it is possible to correct the PAPI's installation, and was asked for local/state contacts in order to locate the damaged semi involved in the airplane accident. His reply, in part, included:

Thank you for the email sharing the information about the accident at C89 Sylvania airport. We share your interest in aviation safety and are interested in making Wisconsin airports safe for all. We have researched the history of our relationship with C89 Sylvania airport, including the letter you reference in your email. After careful review by our Bureau of Aeronautic staff, we can find no evidence of a Wisconsin sponsored project that relates to the PAPIs. In our 1999 letter, we commit to opening a dialog with a different office within WisDOT to explore the applicability of their transportation safety program to the needs at C89. We also added C89 to the list for our runway marking program. However, neither of these initiatives resulted in WisDOT sponsoring PAPI work. Our records indicate that the airport installed them on their own and have been maintaining them since.

As a privately owned airport, C89 is not in our State Airport System Plan and thus, is not eligible for any state funding. Our Bureau of Aeronautic staff is more than willing to work with the airport and provide guidance to them so they may appropriately address the PAPI deficiency.

In your email, you request assistance in tracking down the damaged semi. I would recommend contacting the Wisconsin State Patrol Bureau of Field Operations. They oversee all motor carrier inspections and enforcement and may be able to assist.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator